

MONEY FOR MINERS AHEAD OF TIME

TONOPAH EXTENSION ADVANCES
ITS PAY DAY TO HELP
SITUATION.

The Tonopah Extension Mining Company helped the financial situation in this city in no little degree yesterday.

The tenth of the month is pay day at the mine, but the money for the pay roll was shipped in from Philadelphia, and arrived here yesterday and President Don Gillies, taking advantage of the money being here, advanced the pay day from the tenth to yesterday, and issued checks to the miners. He notified the Nevada First National Bank of his action, and the bank considerably kept its doors open until 5 o'clock last evening in order to accommodate the men, and pay the checks.

The action of Mr. Gillies was very timely, for when there is so little being drawn out of the banks, every dollar that is put in circulation in solid money helps the situation that much.

MRS BARTLETT WAS HOSTESS

DELIGHTFUL LUNCHEON AND
ARTISTIC AND ORIGINAL
DECORATIONS.

Mrs. George A. Bartlett entertained the Lunas Clava yesterday afternoon at a most delightful luncheon. The decorations of smilax and fern were most artistic, and the centerpieces of the luncheon tables extremely original, being representations of the rainbow which hovered over Tonopah a week ago Sunday. Miniature rainbows, with the fabled pots of gold at each end, were arched above mounds of fern and smilax. At each cover was a pot of gold filled with golden almonds, and gold horseshoes tied with scarlet ribbons rested in a wreath of smilax.

Needless to say the viands were in keeping with the artistic decorations and the repast was as delightful as was the company. After luncheon a unique sculpturing contest was inaugurated, the first prize falling to Mrs. Key Pittman for a very clever caricature of Hon. George A. Bartlett. Mrs. D. S. McGuire received the consolation prize. Those who enjoyed the hospitality of Mrs. Bartlett were:

Mesdames Lucy A. Gates, Hugh H. Brown, George A. Blakeslee, Frank A. Keith, C. H. McIntosh, A. C. Stock, W. A. Shockley, James Morris, F. Y. Williams, C. J. Baldwin, P. S. Beardsley, H. M. Martin, R. J. Mapes, A. G. Rayercraft, D. S. McGuire, H. A. Tripp, J. A. Uhland, and Miss McGary.

PERSONAL MENTION

Hon. George A. Bartlett returned from a trip to Beatty last night.

Mr. and Mrs. W. E. Lindsley have moved into their handsome new home.

Louis Polin, the Goldfield newsdealer, paid a visit to Tonopah yesterday.

Fred Weeks of Cripple Creek arrived on Sunday night on a visit to his mother, Mrs. Cunningham.

Malcolm Macdonald, Don B. Gillies and James Freeborn went to Tybo on Sunday, returning yesterday afternoon.

C. G. Rodgers has resigned as superintendent of the Nevada Smelting and Mines Corporation, and has gone to the coast.

Jack Reynolds, the well known Goldfield broker, was in the city yesterday. Jack is looking some toward Manhattan.

L. W. Rakestraw was in yesterday from Manhattan. He said that he had grown hoarse talking for Manhattan and that the camp was now in a position to talk for herself.

James S. Freedland, who has been away from here for about two years, arrived yesterday from Montana, where he had been in business. He sold out recently, and the old fascination of Tonopah brought him back to his former home.

W. W. Booth, Jr., of Round Mountain arrived here yesterday and will remain for the rest of the week. He had a lease on the Round Mountain Daisy, which he has just disposed of to advantage, \$15,000 said to have been the price received by him.

Mothers with little children need no longer fear croup, colds or whooping cough. Bees Laxative Cough Syrup tastes good. It works off the cold through the bowels, clears the head. Guaranteed. Sold by Tonopah Drug Co.

SOUTHERN PACIFIC NOW IN CONTROL

DOMINION OF CREZON SHORT
LINE IS AT AN END IN
NEVADA.

More important than any change in railroad management since E. H. Harriman obtained control of his transcontinental line, is the re-division of the system announced officially yesterday in Sparks, says the Reno Journal. The Oregon Short Line officials, who have conducted for four years the affairs on the line from Ogden to Sparks, and from Ogden to Green River, Wyo., were told in the telegram that the Southern Pacific Company and the Union Pacific Company now have charge of 1000 miles of rails.

Southern Pacific management extends from San Francisco to Ogden, according to the new ruling, and the Union Pacific management is extended west from Omaha to Ogden.

"You are working for the Southern Pacific instead of the Oregon Short Line," was the word buzzed through the headquarters in Sparks, after the notice came from New York. A rumor came through Friday night, but was not believed when first heard by even the best informed of local officials. It became a reality shortly after noon yesterday. The subject was the talk of the town during the morning and when the report was obtained that the change of management had taken place, a corresponding change of district officials was predicted.

The Oregon Short Line exists as a railroad now only between Portland and Ogden.

E. H. Harriman owns the Oregon Short Line and the Oregon Railway & Navigation Company. It is freely stated in Sparks that many of the Oregon Short Line men, who procured their present positions when the old Southern Pacific management was supplanted, will be taken back to the Short Line. This is believed to mean that Southern Pacific officials will largely be appointed by General Manager E. E. Calvin, to fill the places now held by General Manager Bancroft's agents.

Before the announcement of the Southern Pacific and Union Pacific control was made, the management of the Oregon Short Line affairs was directed from Salt Lake by W. H. Bancroft. When Mr. Harriman acquired the Oregon Short Line, he chose Mr. Bancroft as his head man, and also made him vice president of the great corporation.

E. E. Calvin was given a similar place on the Southern Pacific. Mr. Calvin operated from San Francisco, his authority extending from there to Portland on the north, to Los Angeles on the south and to Sparks on the east.

W. G. Van Vliet was general manager of the Sunset route of the Southern Pacific. Mr. Van Vliet's main offices are in Texas, and he controls the system from Los Angeles to New Orleans.

According to the information that was received from Salt Lake, it was not stated that any of these chief officials would be deposed. All rumors telling of new general managers are ridiculed by those who claim to be well posted.

The Oregon Short Line was controlled by Union Pacific and its control was acquired by Harriman when the Union Pacific passed into his hands, the Oregon Short Line went with it. Three years ago, about the time the shops were constructed in Sparks, Harriman gave the management of the Southern Pacific between Sparks and Green River to the Short Line officials. A radical change of policy, consequently, was introduced.

On October 31, Union Pacific shares were quoted at \$97, and at that time, also, J. P. Morgan and William Rockefeller purchased in Wall street, according to the financial news bureau, 200,000 shares. The purchase entailed an outlay of over \$19,000,000. This amount, after being turned into Mr. Harriman's treasury, was used to prevent a continuance of the financial depression.

ROBBED THE SLUCE BOXES

ROUND MOUNTAIN, Nov. 4.—The sluice boxes of the Round Mountain Hydraulic Mining Company were robbed on Sunday morning, or late Saturday night. The riffles were lifted from several boxes and the contents scooped out. It is said that at least \$5000 were stolen. Suspicion points to several parties, who are under surveillance.

"For Rent," "For Rent Furnished" and "For Sale" cards on sale at the Bonanza office.

PROGRESS OF WESTERN PACIFIC

OVER HALF WAY THROUGH
THE BECKWORTH PASS
TUNNEL.

The Western Pacific is now more than half way through its 6000-foot tunnel at Beckworth pass, the lowest of all the natural openings through the lofty Sierra barrier, says the San Francisco Chronicle.

The pass is formed by a table land, upon which the ridges of the Sierra dwindle until they leave a decided gap through the range, forming a level valley of about 1000 acres. As the pass makes a horseshoe curve to the southward, the Western Pacific, which is everywhere making cut-offs, regardless of cost of original construction, is running its line underground on a direct course that will pass under the northern spur that tapers down to the pass proper.

This Beckworth pass was named after a pioneer guide and pathfinder, named Jim Beckworth, a negro, but it has long been confused in name with a small town up in that region called Beckwith, after an army officer. Beckworth pass is the ideal gateway in the Sierra, as it is 2000 feet lower than any other known opening through the range.

When the Central Pacific engineers made their surveys they recognized the grade advantages of this route, but the initial transcontinental railroad could not risk the necessary enormous expenditure. Harriman, recognizing a lost opportunity, is debating whether or not to spend \$30,000,000 in boring a gigantic tunnel through the Sierra at a much lower level than the present Central route, in order to overcome the expense, and the traffic difficulties of the tremendous climb over a barrier 7000 feet high.

Beckworth pass is 2000 feet lower than the Southern Pacific passage of the Sierra, and is below the snow line; but to reach and use this pass, the Gould system, with its network of 20,000 miles of transcontinental tracks to Harriman's 15,000 miles, has not spared expense. The Western Pacific is boring forty-three tunnels, making an aggregate of 45,000 feet, or eight and a half miles of underground cut-offs. The longest is the Spring Garden tunnel beyond Oroville, which is to be 7200 feet. Then comes the Beckworth tunnel, 6000 feet; the Flower Lake tunnel over in Nevada, 5664 feet, and the next the Niles Canyon tunnel, 4000 feet.

Between San Francisco and Winnemucca, Nev., the Southern Pacific has a line sixty-three miles shorter than the Western Pacific route, but the Western Pacific will save a climb of 2000 feet, and claims that with its easier grade it will be able to make a passenger train run in the same time with only one engine, where the Southern Pacific will have to use two, and spend twice as much for operating expenses. But it is in freight hauls that the Western Pacific expects to score its great saving. It will be able to pull the biggest possible freight trains with only one engine.

The valley land about Beckworth pass now produces hay only, but it is said to be capable of good agricultural crops if water can be brought upon the land.

DELLA PRINGLE IS COMING BACK

Manager Aylesworth of the Pavilion theater announces a return engagement of the Della Pringle company. The company will occupy the boards on Thursday, Friday and Saturday nights, presenting a new bill each night, and something different from their last engagement. The company made quite a hit when here before and there is no doubt that its success will be repeated.

CURIOSITIES.
Mr. Stubbs (reading)—Maria, I see there is a place at the Jamestown exposition where they check babies. Mrs. Stubbs—Really, John! My! how funny a checked baby must look!—Chicago News.

Shipments from the Nevada Hills mine at Fairview will hereafter be maintained at the rate of 1000 tons per month, which is the largest output possible with the present freight facilities.

A ledge twenty feet in width, panning across the entire distance, has been cut in the Drummer claim, situated midway between Vernon and Mazuma.

Journals, cash books and ledgers—just the thing the merchant needs—best that can be made. For sale at the Bonanza office.

NEVADA FIRST NATIONAL BANK OF TONOPAH
DESIGNATED DEPOSITORY OF THE UNITED STATES
CAPITAL, \$100,000.00 STOCKHOLDERS' LIABILITY, \$100,000.00
SURPLUS, \$50,000.00 TOTAL, \$250,000.00
OFFICERS AND DIRECTORS:
President, Malcolm L. Macdonald
Vice-Presidents, Lewis A. Parkhurst, Donald B. Gillies
George A. Bartlett
Hon. W. A. Clark, Frank Keith, H. T. Bragdon, Arthur J. Crocker,
James H. Monteath, E. A. Montgomery, Key Pittman, John G. Kirchen,
R. T. Harris, Cashier

MONTHLY REPORT TONOPAH SCHOOL

Following is the report of the Tonopah schools for the month ending November 1st, 1907, and the list of pupils excellent in scholarship and deportment and regular in attendance:

Receiving and Chart Grades—Boys enrolled, 31; girls enrolled, 28; total enrolled, 59; average number belonging, 54.7; average daily attendance, 53.45; per cent of attendance, 97.88. Marjorie Marsh, Elwell Setchell, Elsie Ennis, Florence Reeves, John O'Brien, Arthur Carlson, Margaret Smith, Alberta Turner, Lester Carling, Clara Stehmetz, Teacher.

First and Second Grades—Girls enrolled, 26; boys enrolled, 36; total number, 62; average number belonging, 45; average daily attendance, 43.5; per cent of attendance, 96.6. Philip Joyce, Bryan Egan, Erma Lombard, Charlie Blaker, Donald Ryan, William Forman, Elva Pollard, Thomas O'Connell, Bessie Corum, Louis Trabert, Violet Moore, Elmer Goetz, Thurman Robb, R. V. Ross, Teacher.

Third Grade—Boys enrolled, 25; girls enrolled, 25; total number, 50; average number belonging, 48.05; average daily attendance, 43.44; per cent of attendance, 90.34. May Kimball, Anna Lydon, Vera Dempsey, James O'Connell, Fifth grade—Clara Anderson, Edward Rucker, Howard Leason, Erma Wardle, Lena Gregovich, Teacher.

Fourth Grade—Boys enrolled, 13; girls enrolled, 20; total, 33; average number belonging, 31.75; average daily attendance, 29.15; per cent of attendance, 91.1. Opal Crocker, Lena Bohm, Madeline Wilson, Chas. Phillippi, George Bennett, Teacher.

Sixth Grade—Boys enrolled, 19; girls enrolled, 18; total, 37; average number belonging, 34.5; average daily attendance, 32; per cent of attendance, 92.7. Frances Anderson, Ruth Hayden, Katy McDonald, Alice Johnson, Evelyn Collins, Ione Erickson, Teacher.

Seventh and Eighth Grades—Boys enrolled, 23; girls enrolled, 24; total, 47; average number belonging, 45; average daily attendance, 43; per cent of attendance, 95. Bennett Gillan, Carl Sequist, Myra Sullivan, Willie Wilson, Agnes Orum, Ruth Howard, Catherine Hyland, Rose Pomeroy, Marcell Foreman, Mamie Pierce, Bernard Flood, Grace Wilson, Maggie Holmes, Florence Gomm, Annie E. Bradley, Teacher.

High School—Boys enrolled, 4; girls enrolled, 14; total, 18; average number belonging, 16.65; average daily attendance, 15.35; per cent of attendance, 92.2. Juniors—Rogina Gandlin, Alice Joannis, Mamie McDonald, Frances Hyland. Senior—Frances Gilbert, L. M. Pohl, Assistant Principal. C. Schoer, Jr., Principal.

LOOK AROUND YOUR OFFICE

For ledgers, daybooks, in fact for anything that may be lacking in your office, go to the Bonanza bindery. We have samples of the style of work which is turned out, but for the matter of that one does not have to visit the bindery. There are samples of our work in nearly all the offices in the city.

Our work stands as the best recommendation of the character of the stuff that we turn out. We can do anything in our line that can be done in any of the big cities, can do it as well, and give better service in the matter of prompt delivery than any other institution of the kind in the State.

Give us a trial. We will do the rest.

AN EVENTFUL DAY.

He—I've forgotten what was the longest day in the year just passed. She—I'm not sure of the date, either; but I remember it was that day in June when you called both in the morning and afternoon!—Illustrated Bits.

"I wish I had a baby brother to wheel in my go-cart, mamma," said small Elsie. "My dolls are always getting broke when it tips over."—Chicago Daily News.

Journals, cash books and ledgers—just the thing the merchant needs—best that can be made. For sale at the Bonanza office.

GETTING BUSY IN FAR AWAY ODESSA

[By Associated Press.]
ODESSA, Nov. 4.—The Minister of Marine today ordered the construction of ten large torpedo boat destroyers at a total cost of \$14,000,000. They must be completed within three years.

METEOROLOGICAL REPORT.

The following is the meteorological report for the week ending November 1st, 1907:
Highest barometer, Oct. 31... 30.19
Lowest barometer, Oct. 26... 29.95
Highest temp., Nov. 1... 57
Lowest temp., Oct. 27... 38
Mean temperature... 45
Average dew point... 34
Average humidity... 68
Clear days... 2
Part cloudy days... 4
Cloudy days... 1
Days with rain... 1
Precipitation for week... .49 in.
J. C. PIERCE,
Official in Charge.

NOTICE.

FOR THE PURPOSE OF RECEIVING SIGNATURES TO AGREEMENT WITH ITS DEPOSITORS, THE STATE BANK AND TRUST COMPANY WILL BE OPEN DAILY FROM 9 A. M. TO 5 P. M., AND FROM 7 P. M. TO 9 P. M. ALL DEPOSITORS ARE REQUESTED TO CALL AT ONCE, IN ORDER TO FACILITATE THE EARLY OPENING OF THE BANK.
E. B. CUSHMAN,
Cashier.

THE MANNER OF A MAID
"Biddy," says Pat, timidly, "did ye ever think o' marryin'?"
"Shure, now," says Biddy, looking demurely at her shoe, "shure now, the subject has never entered me mind at all, at all."
"It's sorry Oi am," says Pat, and he turned away.
"Wan minute, Pat," said Biddy, softly, "Ye've set me thinkin'."—London Opinion.

MISCELLANEOUS

FOR RENT—Suite of office rooms, either furnished or unfurnished, in the McKim building.

FOR RENT—\$20; beautifully furnished rooms, electric lights, bath, modern; Brougher ave. Phone 726, P. O. drawer E. 11-5-tf

NEWLY furnished rooms by the night, week or month, over Ryan & Stenson's store. Mrs. G. Sherwill. 10-25-tf

FOR SALE—Reception saloon; bar, back bar and bar fixtures, piano, safe, glassware and furniture; also stock liquors. Enquire at office of Dennis & Murphy, McKim buildg. 7-19-tf.

WANTED—White girl or woman to do light housework; two in family; sleep at home. Address "B," Bonanza office. 10-23-tf

DR. C. C. LYON, drugless treatment, catarrh and all chronic cases positively cured. At St. Francis. tf

FOR RENT—Two-room house for rent, \$15 per month. Inquire X, Bonanza Office. 5-5-tf


WHITE woman wishes position at general housework. M, Bonanza. 11-5-5t

FOR RENT—3 room house. \$25 per month. X. Y. Z., Bonanza. tf

TONOPAH LUMBER COMPANY
Lime and Cement, Building and Roofing Paper.
Mining Timbers and Round Poles

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COAL || **PHONE** || **ROCK SPRINGS**
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ALL COAL CASH ON DELIVERY

Services Run Free Before Frost
USE GAS FOR FUEL HEAT WHEN, WHERE, AS YOU LIKE IT
NEVADA GAS CO.
BROUGHER AVE. and SOUTH ST.

RAILROAD TRAVEL

Trains leave and are due to arrive at
TONOPAH
Effective September 22, 1907.
(Local or Pacific Time.)
ALL TRAINS RUN DAILY.
Leave. Arrive
7:45 am Goldfield, Beatty, Rhyolite & Los Angeles 5:30 pm
8:10 am Millers, Blair, Jettison, Reno, 8:00 pm Mina, Hazen, Reno, Sacramento, Oakland, San Francisco, and all Coast and Eastern Points. 9:10 am 5:05 pm
9:20 am Goldfield and way stations through from and to all Coast and Eastern Points. 7:50 am 7:40 pm
4:20 pm Goldfield local. 11:00 am
For tickets, time tables and information call on or address Local Ticket Agent, or the undersigned.
J. F. HEDDEN,
General Passenger Agent.

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FINEST SERVICE
PROMPT ATTENTION
Best the Market Affords
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Musical Comedy, Burlesque, Etc.
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At 7:30 and 9 o'clock.
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